

REMARKS

Favorable reconsideration is respectfully requested in light of the above amendments and the forgoing comments. Claims 1-22 have been cancelled without prejudice, and independent claim 23 remains.

The Examiner rejected claim 23 under 35 U.S.C. §103(a) as being unpatentable over Chen in view of Krizman, Jr. (U.S. Patent No. 5,829,316). Applicants respectfully traverse this rejection.

Applicant submits that no prima facie case of obviousness has been made because suggestion or motivation to modify Chen in view of Krizman, Jr. is lacking. The proposed modification of replacing the separate handlebars of Chen with the unitary bar of Krizman, Jr. would render Chen unsatisfactory for its intended purpose.

As can be readily seen from Figure 5 of Chen, one of the intended purposes is to provide an apparatus permitting width adjustments of the separate handlebars (40) relative to one another. Replacing the separate handlebars of Chen with a unitary handlebar, as taught in Krizman, Jr., would make this impossible, and would frustrate this intended purpose of Chen.

Additionally, as can be readily seen from Figures 6-8 of Chen, another of the intended purposes is to provide an apparatus permitting selective rotational adjustments of the separate handlebars about the entire circumference of the longitudinal member 10. Replacing the separate handlebars of Chen with a unitary handlebar, as taught in Krizman, Jr., would frustrate this intended purpose. The member (30) in Chen would prohibit a unitary handlebar structure from being selectively rotatable about the entire circumference of the longitudinal member 10.

Furthermore, it is also apparent from the drawings in Chen that the two mounts (20) could not be used as intended with a single unitary handlebar. For example, in Figures 2 and 5, it is apparent that the mounts (20) in Chen are capable of being mounted on the central member (10), and thereafter, separate handlebars (40), each having curved ends, can be attached to each of the mounts (20) and independently adjusted. As can be seen from Figure 3 of Chen, the mounts (20) of Chen do not disassemble. A single unitary handlebar having two curved ends could not be inserted into both of the two mounts (20) when they have been mounted on the central member (10). While it may be possible to navigate one curved end of a unitary handlebar through one of the mounts (20), the curved end of the handlebar would

prohibit navigation through the other of the mounts (20). As such, the use of a single unitary handlebar would not allow the two mounts (20) to be used as intended, which would again frustrate one of the intended purposes of Chen.

Because replacing the separate handlebars of Chen with the unitary bar of Krizman, Jr. would render Chen unsatisfactory for its intended purpose, there is no suggestion or motivation to modify Chen in view of Krizman, Jr., and no prima facie case of obviousness has been made. Applicant submits that independent claim 23 is patentable.

Applicant would also like to point out several of the advantages of the invention not possible with Chen in view of Krizman, Jr. For example, in Chen, one mechanism, screw 26 is used to clamp the mounts (20) to both the handlebars (40) and the central member (10). If the screw (26) is loosened, attachment to both the handlebars (40) and the central member (10) is loosened. Therefore, when loosened, both the positional orientation of the handlebar (40) relative to the mount (20) and the positional orientation of the mount (20) relative to the central member (10) must be accounted for at the same time. This requires greater control and possibly the aid of another person or tool. In contrast, the risers in the claimed invention include two separate structures - an upper handlebar connecting structure, and a vehicle connecting structure - that are independent of one another. As such, adjustment of the orientation of the handlebar about the first axis can be achieved independently from adjustment of the riser about the second axis. This provides greater ease of use and permits a single person to readily adjust the apparatus.

As another example advantage, the mounts of the present invention are not dimensionally limited by having a single central clamping mechanism. Because of the central clamping mechanism in Chen, the length of the distance between the handlebars (40) and the central member (10) is limited by the necessity of providing effective clamping force to both. In contrast, the present invention is not so limited because it separates the upper handlebar connecting structure and the vehicle connecting structure. Consequently, the present invention can offer a greater range of adjustment to the user, both in height and distance from the user.

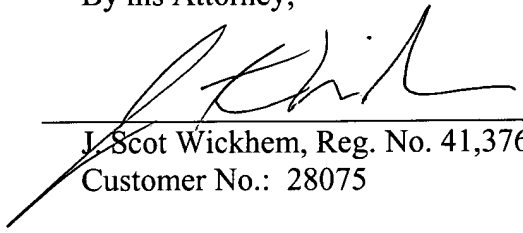
In light of the comments contained hereinabove, reconsideration are respectfully requested; notice of an allowance in due course is requested. If a teleconference is deemed beneficial, the undersigned attorney may be contacted at the number provided below.

Respectfully submitted,

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By his Attorney,

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